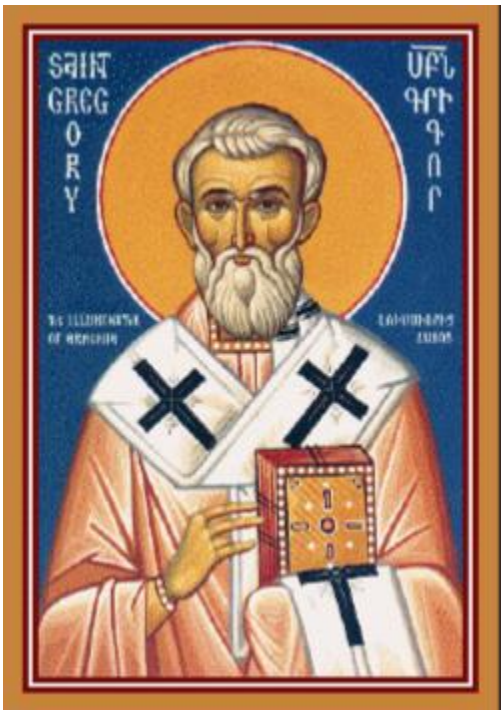
Famous Ancestors of Patricia Lee

Richard Scott

St. Gregory the Illuminator (c.257 – c. 331)



Gregory the Illuminator was the founder and first official head of the Armenian Apostolic Church. He converted Armenia from Zoroastrianism to Christianity in the early fourth century (traditionally dated to 301), making Armenia the first state to adopt Christianity as its official religion. He is venerated as a saint in the Armenian Apostolic Church and in some other churches. Gregory is said to have been the son of a Parthian nobleman, Anak, who assassinated the Arsacid king of Armenia Khosrov II. The young Gregory was saved from the extermination of Anak's family and was raised as a Christian in Caesarea of Cappadocia, then part of the Roman Empire. Gregory returned to Armenia as an adult and entered the service of King Tiridates III, who had Gregory tortured after he refused to make a sacrifice to a pagan goddess. After discovering Gregory's true identity, Tiridates had him thrown into a deep pit well called Khor Virap for 14 years. Gregory was miraculously saved from death and released after many years with the help of Tiridates' sister Khosrovidukht. Gregory then converted the King to Christianity, and Armenia then became the first country to adopt Christianity as a state religion in 301 AD. Gregory, the Illuminator, then healed King Tiridates, who the hagiographical sources say had been transfomed into a boar for his sins, and preached Christianity in Armenia. He was consecrated bishop of Armenia at Caesarea, baptized King Tiridates and the Armenian people, and traveled

throughout Armenia, destroying pagan temples and building churches in their place. Gregory eventually gave up the patriarchate to live as a hermit and was succeeded by his son Aristaces. Gregory's descendants, called the Gregorids, hereditarily held the office of Patriarch of Armenia with some interruptions until the fifth century. It is in Gregory's honor that the Armenian Church is sometimes called *lusavorchakan* ("of the Illuminator") or Gregorian.

St. Arnulf, Bishop of Metz (c. 582 - c. 640)

Arnulf and wife Dode

St. Arnulf, son of St. Bodegeisel Il, Governor of Aquitaine and St. Oda, was born near Nancy, France. He was the Mayor of Austrasia and Bishop of Metz. He married St. Dode, daughter of Arnoaldus, Bishop of Metz, about 596. They had two sons (St. Chlodulf & Ansegisel). Dode became a nun at Treves in 612. The following year, Arnulf became Bishop of Metz. He retired about 1627 to become a hermit. Arnulf gave distinguished service at the Austrasian court under Theudebert II (595-612). In 613, with Pepin l, he led the aristocratic opposition to Brunhild that led to her downfall and to the reunification of Frankish lands under Chlotar II. From 623, with Pepin l, who was by then mayor of the Austrasian palace, Arnulf was adviser to Dagobert I, before retiring. St. Arnulf died in Remiremont, France and is buried in the basilica of the Holy Apostles at Metz, France. Through St. Arnulf's son Ansegisel, he would become an ancestor of the Carolingians. He is the patron saint of Metz.

Charlemagne (747 - 814)

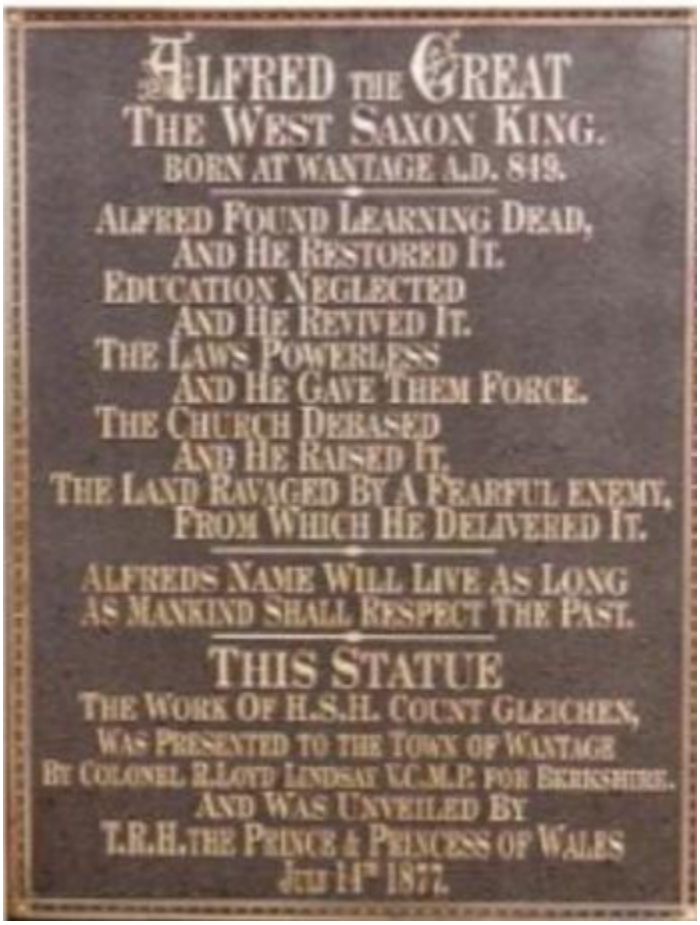
Charlemagne

Charlemagne was a pivotal figure in European history. He was King of the Franks from 768, King of the Lombards from 774, and Emperor of the Carolingian Empire from 800 until his death in 814. Charlemagne is often referred to as the "Father of Europe" for uniting much of Western and Central Europe under his rule. He was crowned Emperor by Pope Leo III in 800, marking the revival of the Western Roman Empire after its fall centuries earlier. His reign was characterized by military conquests, the spread of Christianity (sometimes by force), and the promotion of education and culture, known as the Carolingian Renaissance. Charlemagne's legacy continues to influence European history and culture.

St. Alfred the Great (c. 849 - 899)

Alfred the Great, King of England

Alfred the Great (born 849-died 899) was the king of Wessex (871–899), a Saxon kingdom in southwestern England. He prevented England from falling to the Danes and promoted learning and literacy. Compilation of the Anglo-Saxon Chronicle began during his reign, circa 890.


ALFRED THE GREAT
THE WEST SAXON KING.
BORN AT WANTAGE A.D. 849.
ALFRED FOUND LEARNING DEAD,
AND HE RESTORED IT.
EDUCATION NEGLECTED
AND HE REVIVED IT.
THE LAWS POWERLESS
AND HE GAVE THEM FORCE.
THE CHURCH DEBASED
AND HE RAISED IT.
THE LAND RAVAGED BY A FEARFUL ENEMY,
FROM WHICH HE DELIVERED IT.
ALFREDS NAME WILL LIVE AS LONG
AS MANKIND SHALL RESPECT THE PAST.
THIS STATUE
THE WORK OF H.S.H. COUNT GLEICHEN,
WAS PRESENTED TO THE TOWN OF WANTAGE
BY COLONEL R.LOYD LINDSAY V.C. M.P. FOR BERKSHIRE.
AND WAS UNVEILED BY
T.R.H. THE PRINCE & PRINCESS OF WALES
JULY 14TH 1877.

Rollo the Gangler (c. 860 - c. 932)

THE KNIGHT WHO NEVER OWNED A HORSE
ROLLO, Duke of Normandy (860-930)
A 9-FOOT GIANT
ALWAYS WALKED AND FOUGHT ON FOOT
BECAUSE HE WAS TOO BIG TO RIDE A HORSE!

Rollo, also called Rolf or Rou, French Rollon, Old Norse Hrolfr, was a Scandinavian rover who founded the duchy of Normandy. According to later Scandinavian sagas, Rollo, making himself independent of King Harald I of Norway, sailed off to raid Scotland, England, Flanders, and France on pirating expeditions. Early in the 10th century, Rollo's Danish army attacked France, and he established himself in an area along the Seine River. Charles III the Simple of France held off his siege of Paris, defeated him near Chartres, and negotiated the treaty of Saint-Clair-sur-Epte, giving him the part of Neustria that came to be called Normandy; Rollo in return

agreed to end his brigandage. He gave his son, William l Longsword, governance of the dukedom (927) before his death. Rollo was baptized in 912 but is said to have died a pagan.

Walter Giffard (c. 985 - aft. 1066)

Battle of Hastings (1066)

Walter Giffard, Lord of Longueville, Normandy (a.k.a. 'Giffard of Barbastre'), was a Norman baron, a Tenant-in-chief in England, a Christian knight who fought against the Saracens in Spain during the Reconquista and was one of the 15 or so known companions of William the Conqueror at the Battle of Hastings in 1066. Walter was the son of Osbern de Bolbec, Lord of Longueville by a sister of Gunnor, Duchess of Normandy. As such he was a cousin of William the Conqueror. From the mid 1040s Walter's name appears among the loyal supporters of William the Conqueror. Walter was at the Battle of Mortemer and was among the Norman barons who surprised and defeated Counts Odo and Renaud leading the French contingent attacking Normandy from the east. In particular, he and another great vassal Robert of Eu encountered Odo's army encamped in the village of Mortemer with no sentries and the soldiers were drunk. The Normans attacked the French while they slept, most being either killed or taken prisoner. While Odo himself escaped, when King Henry | learned of the fate of his brother Odo's army he promptly withdrew his remaining forces and left Normandy. In 1054 Walter was in charge of maintaining the siege of Arques castle, against William of Talou, who had

rebelled against the Conqueror. Like many other Norman and French knights during the eleventh and early twelfth centuries, Walter served as a Christian knight in Spain (c. 1064-65) against the Saracens. His epithet /e Barbastre was earned when he took part in the Siege of Barbastro, an undertaking sanctioned by Pope Alexander II against the Moors in 1064, one of the more famous exploits of that time. By the time of the Conquest, Walter had returned to Normandy bearing a gift of the King of Spain for Duke William, a magnificent warhorse. The same Spanish war-horse duke William called for on the morning of the Battle of Hastings. The Spanish king in question was in all probability Sancho Ramirez of Aragon (1063-94) who was known for making friends and recruiting knights and soldiers from Northern France. Walter was also one of the first, if not the first in England to go on a pilgrimage to Santiago de Compostela, which he did after the siege of Barbastro and before returning to Normandy. In early January 1066, after Duke William received news of the crowning of Harold Godwinson as king of England, he called together a meeting, the Council of Lillebonne, that included six of his key magnates, Walter Giffard being one of them. After telling them of his plan to invade England and take the crown they all advised him they supported him fully but suggested he calla meeting of all his vassals, which William did. In the preparation stage for the Battle of Hastings, Walter was one of the Norman magnates who provided ships for William's invasion fleet. In his case, he provided thirty. Walter was one of two who, having been offered the privilege of carrying William's standard in the battle, respectfully refused. Although by this time an older warrior with white hair, he wanted both hands free to fight. As a reward for his participation, Walter was granted the feudal barony of Long Crendon, comprising 107 manors, 48 of which were in Buckinghamshire, of which the caput was at Long Crendon, Buckinghamshire. The date of his death is not recorded, but his son Walter succeeded him before 1085.

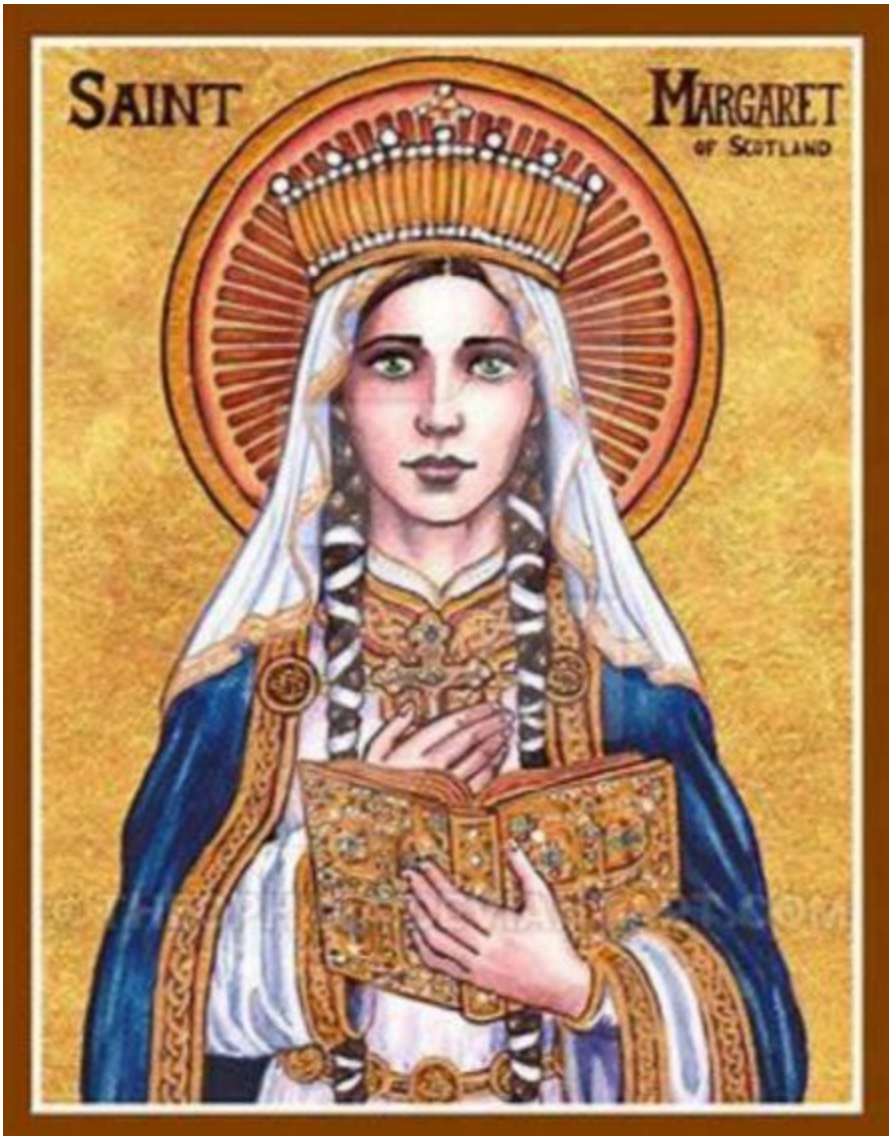
Lady Godiva (c. 1010 — 1066/86)

Lady Godiva

Lady Godiva, Old English Godgifu, (died between 1066 and 1086), Anglo-Saxon gentlewoman famous for her legendary ride while nude through Coventry, Warwickshire. Godiva was the wife of Leofric, the earl of Mercia, with whom she founded and endowed a monastery at Coventry. The chronicler Florence of Worcester (d. 1118) mentions Leofric and Godiva with respect but does not refer to the ride. There is no evidence connecting the rider with the historical Godiva. The earliest extant source for the story is the Chronica (under the year 1057) of Roger of Wendover (d. 1236). He recounts that her husband, in exasperation over her ceaseless imploring that he reduce Coventry's heavy taxes, declared he would do so if she rode naked through the crowded marketplace. She did so, her hair covering all of her body except her legs. Ranulf Higden (d. 1364), in his Polychronicon, says that as a result Leofric freed

the town from all tolls save those on horses. An inquiry made in the reign of Edward l shows that at that time no tolls were paid in Coventry except on horses. A later chronicle asserts that Godiva required the townsmen to remain indoors at the time fixed for her ride. Peeping Tom, a citizen who looked out his window, apparently became a part of the legend in the 17th century. In most accounts he was struck blind or dead. The Godiva procession, from 1678 part of Coventry Fair, is held every seven or eight years.

St. Margaret of Scotland (c. 1045 - 1093)



Margaret was brought up at the Hungarian court, where her father, Edward, was in exile. After the Battle of Hastings,

Edward’s widow and children fled for safety to Scotland. Her brother Edgar the Aetheling, defeated claimant to the English throne, joined her there. In spite of her leanings toward a religious life, Margaret married (c. 1070) Malcolm III Canmore, king of Scotland from 1057 or 1058 to 1093. Through her influence over her husband and his court, she promoted, in conformity with the Gregorian reform, the interests of the church and of the English population conquered by the Scots in the previous century. She died shortly after her husband was slain near Alnwick, Northumberland. The grand-daughter of King Edmond Ironside, sister of Edgar Atheling, and through her mother related to St. Stephen, King of Hungary. In exile during the Danish domination in England, St. Margaret with the rest of the Royal Family lived in England during the reign of St. Edward the Confessor. After the death of the latter, St. Margaret's mother, a Hungarian princess, was compelled to seek refuge for her children and herself on the Continent from the Normans, who had become masters of England. A storm drove the ship on which she had embarked on to the coast of Scotland. They were welcomed by King Malcolm Ill, who made Margaret his Queen. The Saint used her influence as Queen for the good of religion and for the promotion of justice. She had especial thought for the poor, nor would suffer any to be oppressed. Among the pious foundations she made was the Abbey of Dunfermline. In her private life she was devoted to prayer. The Book of the Gospels she studied is still preserved in the Bodleian Library at Oxford. She foretold the day of her death, which occurred Nov. 16, A.D. 1093, on which day her festival is still celebrated in Scotland, though in other countries, by Papal Decree, kept on June 10.

El Cid (c. 1043 - 1099)

El Cid

Rodrigo Diaz whose popular name “El Cid,” dates from his lifetime. He was a Castilian military leader and Spanish national hero. He is known for his conquest of Valencia, which he took control of in 1094. He became its ruler, making use of excellent military strategies and tactics to defeat Muslims from northern Africa who invaded Spain in the eleventh century. El Cid’s conquest of Valencia is considered one of his greatest achievements. He gradually tightened his control over Valencia and its ruler, al-Qadir, now his tributary. His moment of destiny came in 1092 when the qadi (chief magistrate), Ibn Jahhaf, with Almoravid political support rebelled and killed al-Qadir. The Cid responded by closely besieging the rebel city. The siege lasted for many months; an Almoravid attempt to break it failed miserably (December 1093). In May 1094 Ibn Jahhaf at last surrendered, and the Cid finally entered Valencia as its conqueror. He married Jimena Diaz, daughter of Diego,

Count of Oviedo and they had three children together, including Christina (Elvira). He was the protagonist of the most significant Spanish epic poem, *El Cantar de Mio Cid.*

Henry Lygon (c. 1525 - 1577)

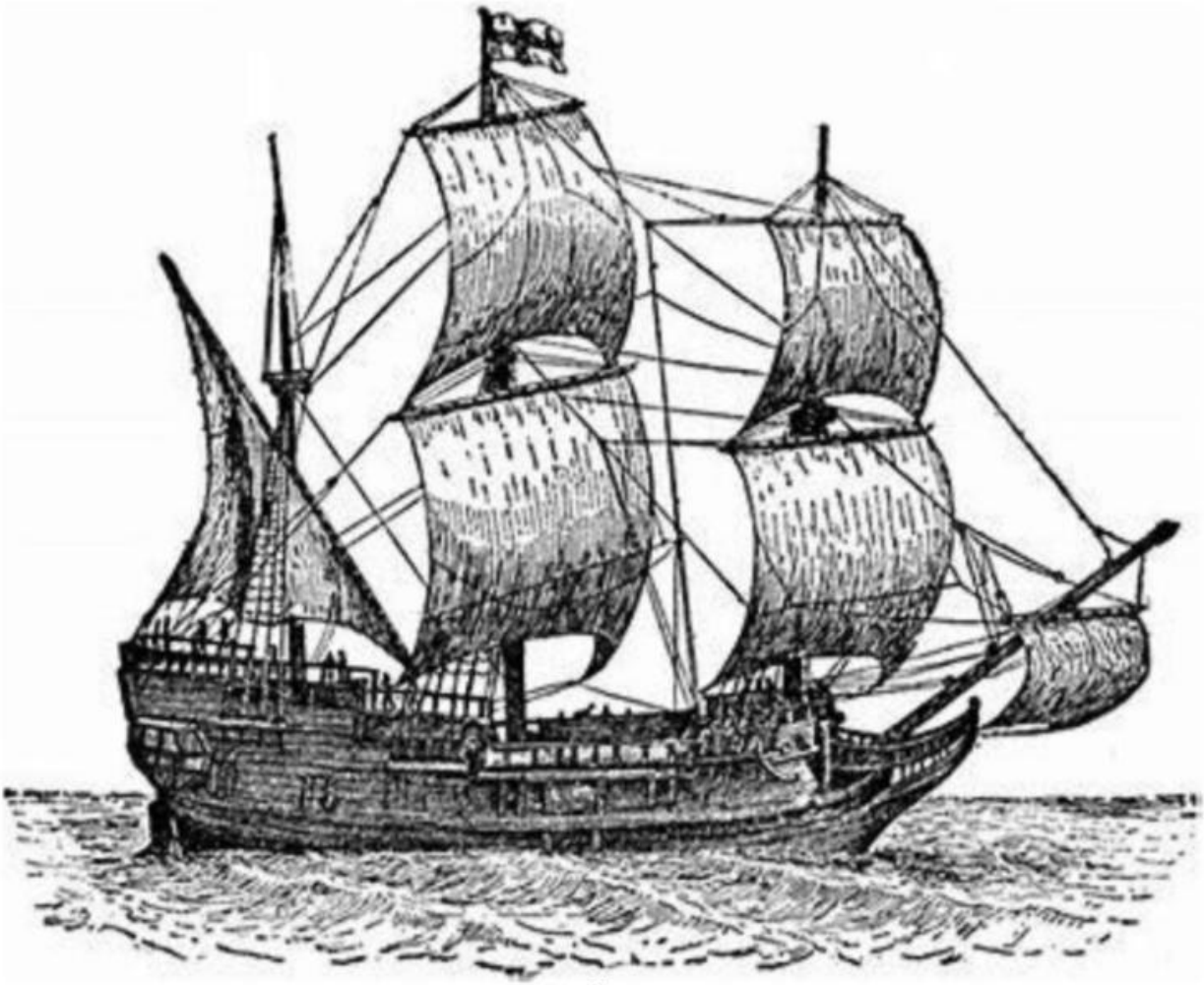
Henry Lygon and Elizabeth Berkeley

Elizabeth Berkeley, daughter of John Berkeley, Knt. and Isabel Dennis, married Henry Lygon [Ligon], of Upton St. Leonard's, Gloucester, Gloucestershire, fourth son of Richard Lygon, Knt., of Madresfield and Margery, daughter of William Greville, Knt., of Cheltenham. Henry was born say 1525. They had four children (Arnold [Knt.], Henry, Mary & Elizabeth). Henry had a lease of a wood at Cromhall in 1554 from his older brother William Lygon. In 1560 and 1568 he was in the service of Henry, Lord Berkeley. Henry died on July 31, 1577. He left a will dated July 30, 1577 that was proved on August 15, 1577. The Lygon family can be traced back seven generations to George Lygon.

Madresfield Court

Madresfield Court in Malvern, Worcestershire, England is a moated country house which has been in the Lygon family for nearly 900 years and is currently home to the 29th generation of that family. See the photo below. The home has never been sold and has passed only by inheritance since the 12th century, a line of family ownership that is reputedly only exceeded in England by homes owned by the British royal family. The present building is largely a Victorian reconstruction, although the origins of the present house are from the 16th century, and the site has been occupied since Anglo-Saxon times. The novelist Evelyn Waugh was a frequent visitor to the house and based the family of Marchmain, who are central to his novel Brideshead Revisited (1945), on the Lygons.

John Billington (c. 1580 – 1630)



Mayflower

Among those on board the *Mayflower* when it finally arrived in New England in November, 1620 was John Billington, aged about 40. He was born in England and had married a lady named Ellinor. They brought their two mischievous little boys with them on the voyage that lasted 66 days. The voyage from Holland to America had been planned by a religious group called Separatists. They had been punished in their home country of England for their religious beliefs and practices. Many of them went to Holland, where there was greater acceptance of religious differences. John Billington was not a part of this religious group, but today we call all of those in this little group that settled Plymouth Colony the Pilgrims.

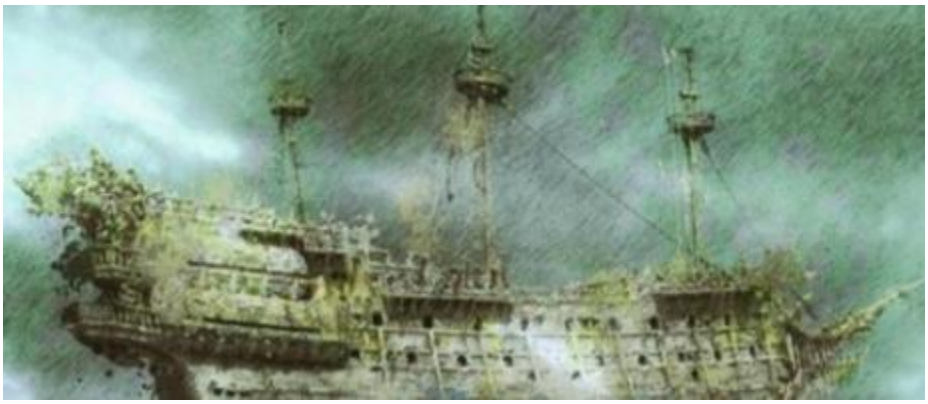
John Billington was one of the signers of the Mayflower Compact. This now famous historic document was signed on board the Mayflower in Provincetown Harbor before they landed at Plymouth Rock. It framed what could be called our first democratic government. The necessity to write this document was the result of considerable grumbling and complaints aboard the Mayflower, almost to the point of mutiny. Learning about John Billington's character and personality from Governor Bradford's writings, Billington was surely among those complainers. The whole Billington family survived the first terrible winter in Plymouth. Half of the group who had just arrived died from some unidentified epidemic. John Billington died by hanging in Plymouth Colony in September 1630, after he was convicted of murdering John Newcomen. This was the only hanging in the early history of the Colony. Usually the penalty was confinement to the stocks, a structure which locked the hands and head in an uncomfortable position in public view. Wife Ellinor slandered a Plymouth man, and she was sentenced to sit in the stocks and be whipped. While they were crossing the Atlantic Ocean, son Francis Billington got into some gun powder and shot off a gun in his father's cabin. It started a fire. No one was hurt though he could have blown up the ship. Supposedly, Francis climbed a tree and saw a body of water. It is called Billington Sea to this day. And son John probably did his share of mischief. In 1621 he wandered off and got lost for five days. Some Indians found him, and the Pilgrims went to save the boy. But he was returned without any threat of war or attack by the Indians. This adventure could have had a much worse ending for the infant Colony. Widow Ellinor Billington was married a second time in 1638 to Gregory Armstrong, who died in Plymouth in 1650. No children of this marriage have been found. Children of John and Ellinor Billington: (1) John born about 1604 and died between 1627 and 1630. (2) Francis born about 1606 to 1609; married Christian (Penn) Eaton, widow of Pilgrim Francis Eaton of the Mayflower. They had nine children.

Thomas Gregson (bp. 1598 -1645/6)

Thomas Gregson and wife Jane and children emigrated from England to Boston in 1637 and later moved to New Haven with the party of Governor Eaton and Reverend John Davenport. One of the chief men of the Colony, Thomas was an active merchant and man of wealth. He was Treasurer of the Colony, 1641, Magistrate 1641/3/6 and signer of the United Colonies, 1643. He was Commissioner of New Haven and traveled to England to procure a patent for the Colony. He sailed for England on that mission in 1646/7, in what is now known as

the “Phantom Ship.” It was never heard of again. The Cotton Mather’s book *Magnalia Christi Americana* has an account of an apparition of the ship seen in the harbor of New England in the following spring. This tragedy was commemorated in a poem by Henry Wadsworth Longfellow entitled *The Phantom Sh*ip in 1858. Thomas and Jane had eight children together, including Susannah who married Abraham Crittenden, Jr.

The Ghost Ship of New Haven Sets Sail Shrouded in Mystery



The Phantom Ship (1646/7)

English settlers in New Haven Colony witnessed one of the strangest apparitions in the history of New England, and the retelling of this spectral event has gone down in folk tradition as the Ghost or Phantom Ship of New Haven. Several versions of the story were recorded in print, including one recorded by Reverend Cotton Mather in his 1702 book *Magnalia Christi Americana*, a history of the religious development of early New England.

In January of 1647, a mere eight years after the city’s founding, a large vessel set sail for England. The voyage had been necessitated by the colony’s long string of failed attempts to engage in remunerative commerce to the West Indies. As Mather put it, “they found their estates sink so fast, that they must quickly do something.”

Colony Pins Its Hopes on New Vessel

A group of the settlement’s most prominent merchants set to work. They arranged for the construction in Rhode Island of what later chroniclers referred to as a “Great Shippe.” This vessel would carry with it across the Atlantic Ocean every kind of marketable merchandise that could be rounded up in Connecticut. The voyage did not meet with an auspicious start. An especially cold winter necessitated the

assistance of an advance crew of ice-chopping local residents just to get the ship out of New Haven Harbor and into Long Island Sound. Even then, the ship needed to be towed backward toward the open water.

Indeed, from one version of the tale to the next, one element is always rendered intact. Viewing the apparently less-than-seaworthy vessel as it embarked, accompanied by a full complement of his parishioners, the Reverend John Davenport is remembered to have spoken prophetically. In direct sight and hearing of the on-board crew and passengers, he is said to have uttered these words in prayer: "Lord, if it be thy pleasure to bury these our Friends in the bottom of the Sea, they are thine; save them!"

The men and women who watched the departure of the ship from the shore saw it slip away unpromisingly into the quickly thickening fog. Months passed and no word of the ship's arrival in England or sighting of it on the high seas came back to New Haven. With each successive ship that entered New Haven harbor without tidings of the vessel's whereabouts, the colonists gradually lost hope, sought to cope with their loss and began to pursue other means of making do economically.

An Apparition Appears in the Sky

One and a half years after the ship set sail (some versions of the story suggest that only six months had passed), the ship once again became the focus of speculation. A particularly wild summer thunderstorm hit New Haven harbor, and in its immediate aftermath spectators claimed to have seen a vivid phantom version of the ship sailing in the sky, its masts battered, and its sails torn in the violent storm.

Vision of the Phantom Ship, painted by Jesse Talbot in 1850, recalls the Great Shippe, a New Haven vessel lost at sea in 1646 – New Haven Museum

The New Haven residents massed along the shore knew at once what had happened. In the spirit of their pastor's odd "benediction," they read God's wrathful judgment into the loss of the vessel—and its spectral return. Had they pinned too much hope on the prospect of commercial success? Had they failed to create the sort of Godly existence in the New World that they had set out to build? The ship never did return, and it took several decades for New Haven to build up its trade and evolve into the bustling New England seaport it eventually became.

Early Folktales Reveal Anxieties of Frontier Life

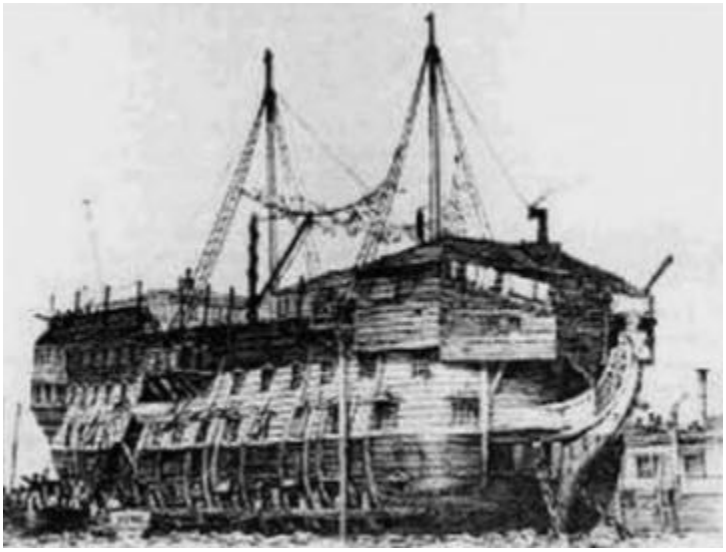
Successive generations of Connecticut storytellers are likely to have understood and presented the story differently than their early colonial counterparts. Today, the providential implications it once had may strike us as quaint. But to New England Puritans, who often read unusual weather events and other phenomena as indications of God's awesome power, judgment, and mercy, it was only logical to see a divine message in the unusual skies above New Haven that day.

What adheres is the tale's rootedness in a specific set of historical circumstances that fore-grounded the anxieties and vulnerability of the first generation of Europeans to settle permanently in Connecticut. In fact, the tale of the Ghost Ship is one of dozens of its type from the pre-Revolutionary era. In such tales one sees how a community's lurking fears—coupled with the occurrence of an extreme climactic event in a topographically precarious location—inspired bewildered and awestruck eyewitnesses to find supernatural explanations for unusual events.

The Phantom Ship

In Mather's Magnalia Christi,
Of the old colonial time,
May be found in prose the legend
That is here set down in rhyme.
A ship sailed from New Haven,
And the keen and frosty airs,
That filled her sails at parting,
Were heavy with good men's prayers.
"O Lord! if it be thy pleasure"--
Thus prayed the old divine--
"To bury our friends in the ocean,
Take them, for they are thine!"
But Master Lamberton muttered,
And under his breath said he,
"This ship is so crank and walty
I fear our grave she will be!"
And the ships that came from England,
When the winter months were gone,
Brought no tidings of this vessel
Nor of Master Lamberton.
This put the people to praying
That the Lord would let them hear
What in his greater wisdom
He had done with friends so dear.
And at last their prayers were answered:--
It was in the month of June,
An hour before the sunset
Of a windy afternoon,
When, steadily steering landward,
A ship was seen below,
And they knew it was Lamberton, Master,
Who sailed so long ago.
On she came, with a cloud of canvas,
Right against the wind that blew,
Until the eye could distinguish
The faces of the crew.
Then fell her straining topmasts,
Hanging tangled in the shrouds,
And her sails were loosened and lifted,
And blown away like clouds.
And the masts, with all their rigging,
Fell slowly, one by one,
And the hulk dilated and vanished,
As a sea-mist in the sun!
And the people who saw this marvel
Each said unto his friend,
That this was the mould of their vessel,
And thus her tragic end.
And the pastor of the village
Gave thanks to God in prayer,
That, to quiet their troubled spirits,
He had sent this Ship of Air.

William Sumner Crittenden (1754 - 1842)



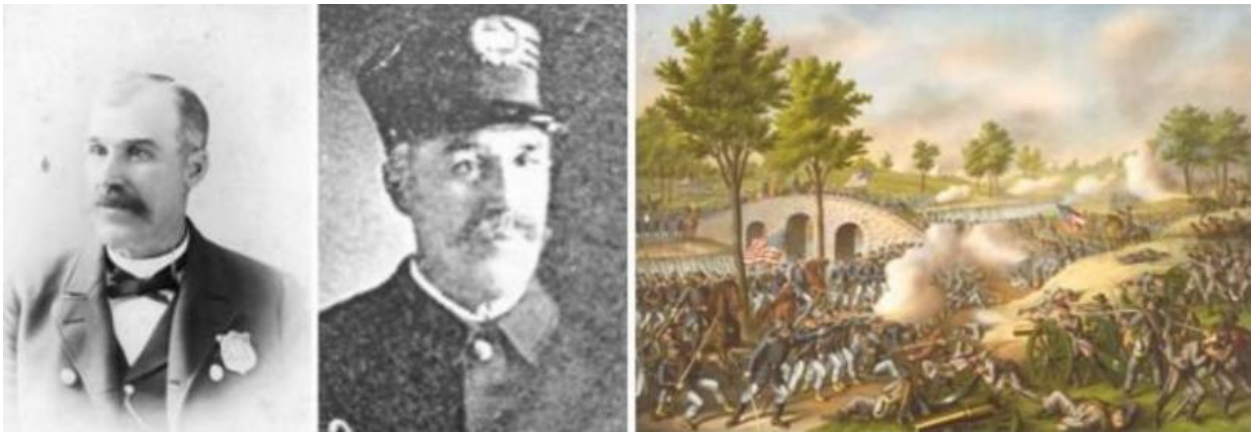
During the American Revolution more Colonist Americans died as prisoners of war on British prison ships through intentional neglect than died in every battle of the war combined.

Private William Sumner Crittenden, son of Ichabod Crittenden, Sr. and Sarah Sumner, was born at Middletown, CT. He married Mary Brayman, daughter of Samuel Brayman and Sarah Sweet, in 1787. They had eleven children together including William Braman Crittenden who married Lydia Stevens. William, a farmer, died at 88 years of age from apoplexy at Otis, MA. His widow Mary died ten years later from consumption. William responded to the Lexington alarm and the battle of Bunker Hill.

When not quite twenty-one years of age William Sumner Crittenden responded to the Lexington alarm and marched from Sandisfield, Massachusetts, on April 21, 1775, under Captain Jacob Brown. At the end of eighteen days, he again enlisted and was in the battle of Bunker Hill. On June 30, 1775, he was detached to join as matross the Boston artillery under Captain Stephen Beedlan. After a service of eight months, he returned home October 17, 1775. January, 1776, he enlisted as matross, Stephen Beedlan, captain; Henry Knox, colonel, for twelve months. After the evacuation of Boston he was ordered to Lake Champlain and was on duty at Three Rivers, St. Johns and Ticonderoga. He was discharged at Mount Independence in December, 1776. He next enlisted on board the brig *New Broom*, and was captured off Newfoundland in the fall of 1777 by the sloops *Ariel* and *Scourge*. He was put on board the *Terrible* and taken to New York and imprisoned

on the *Good Hope*. Being sick he was transferred to the *Fidelity* to be carried to a hospital where his feet were frozen, and after six weeks he was released. Nothing daunted he enlisted for the fifth time on the privateer *Eagle*, was captured in the Gulf Stream by a British warship and carried to Antigua, put in irons for four weeks, during which time he did not see the sun. Through the interest of the captain of the Yarmouth, he was conveyed to New York and thence to England. Here he remained a prisoner in the ship *Victory*, Captain Cromwell, until he was discharged in February, 1783. His confinement in the holds of the British ships injured his eyes and for years he was totally blind. He was born in Middletown, Connecticut, May 17, 1754, and died in Otis, Massachusetts, March 19, 1842.

Gilbert Jarvis Braman (1839 – 1922)



Gilbert Braman - Battle of Antietam

Gilbert Jarvis Braman, son of Daniel Braman and Belinda Falconer, was born in Carlisle Twp., OH and He married Isabella "Belle" M. Crittenden, in 1864 in Grafton, OH. They had one child together, Rena who married Wiliam H. Ault. Isabella died at 51 years of age in Lorain, OH. Gilbert married Carrie Louise Miller in 1896 in Lorain County. They had no children together. Carrie in 1921 at 58 years of age. Gilbert, Lorain Police Chief, died the following year at 83 years of age. Gilbert served in the Civil War as an Army Private in Company K of the Ohio 23rd Volunteer Infantry Regiment from 1861 to 1864. G. J. Braman a well-known and popular citizen of Lorain is a native of Lorain County, born in 1839, a son of Daniel and Belinda (Falconer) Braman, the father, a native of Massachusetts, the mother of Pennsylvania. In an early day the parents came to Lorain County, Ohio, but in 1851 they migrated to Allamakee County, lowa, sojourning there until 1856, in which year they moved to Jackson County. Wis., where they passed the rest of their days

in farming pursuits. The father died in 1882, the mother in 1891; he was a Democrat, and took some interest in politics. G. J. Braman was reared and educated in Lorain County, and at the age of twelve years moved with his parents to lowa, where in 1852 he carried the chain on a survey locating the boundary line of lowa and Minnesota. In 1857 he located at Red Wing, Minn., and was a pilot on the Mississippi river until 1860, when he returned to Lorain County, and again attended school, also following the trade of carpenter. In May, 1861 he enlisted in Company K, Twentythird O. V.|., for three years during the war, serving under Col. K. B. (afterward General) Hayes, assigned to the Eastern army. He was first under fire September 10, 1861, at Carnifex Ferry, and participated in the battles of Sewell Mountain, Cotton Mountain (Va.), and Newberne (K. C); after that he was assigned to the army of the Potomac, and was in the battles of Fairfax Courthouse, South Mountain, and Antietam; he was then ordered to the Kanawha. While in the army of the Potomac, be was detailed in charge of transportations. Mr. Braman was honorably discharged at Columbus, Ohio, in July, 1864, and returned to Lorain County, Ohio, where he remained till 1873, in that year moving to Michigan. For a time he was engaged as superintendent of a bridge gang in Texas, but in 1882 he again came to Lorain County, making his home in Lorain, and was engaged on the C. L. & W. for some time. Mr. Braman has been a member of the Lorain police force since 1889 and Constable since 1890.

On December 25, 1864, Mr. Braman was united in marriage, at Grafton, Ohio, with Miss Belle M. Crittenden, also a native of Lorain County, daughter of William H. and Clara (Arnold) Crittenden, of Massachusetts, who became early settlers of Lorain County. To this union was born one daughter, Rena Belle, now the wife of William H. Ault, of Lorain County. Mr. Braman is a Republican, and takes an active interest in politics; in 1888 he served as a member of the town council. He is a member of the Q. A. Giilmore Post, G.A. R., Lorain, and of the K. O. T. M.

Lorain Ex-Chief Dies; Gilbert J. Braman - Served in President McKinley's Regiment - Lorain, O., Feb. 13 Gilbert J. Braman, 83, former chief of police here and a Civil War veteran, died here this afternoon following a lingering illness. Braman was a member of the late President William McKinley's regiment. His grandfather served in the war of 1812 and his great-grandfather in the Revolutionary War.